

Ramona Village Design Committee
May 18, 2005 Meeting Minutes

Attendance: Demund, Wylie, Roberson, Lewallen, Kiehne-Lamkin, Hagey, Woods, Kessinger, Anderson

Excused: Salvatore

Motion to approve minutes from May 4, 2005 by Lewallen, second Anderson

Discussion: Kessinger asked to move this item to end of agenda. Motion moved to end of meeting.

Lewallen: Update from Design Review Board- trying to obtain original John Pickle rendering of the town center. Parking- concentrate on on-site parking. 3rd to 10th if restored to be done per old town rules. (Historic buildings - Old Branding Iron, Town Hall, etc.) They are relying heavily upon photographs. Want lots of photographs in guidebook on building in the Ramona commercial area. Looked at a guidelines/standards book from Jacksonville. Liked that. Next meeting will be on commercial outside of Main Street, signage, etc.

Woods: Presentation re: circulation – Discussed cost of south bypass with overpass at Mussey Grade would cost approx. 30 million. Rancho Santa Fe is putting in 3 roundabouts and Ramona could fast track their traffic issues if roundabouts were used.

Presentation by Van Dierendonk on Roundabouts

Discussion: Hagey: Possible for one at 6th and Main?

Van Dierendonck: 6th or 8th & Main, Magnolia & 78, San Vicente & Waronck, Highland Valley/Dye & 67.

Kessinger: Traffic Circles or Roundabouts.

Van Dierendonck: Lights at the circles are traffic circles- Roundabouts are without lights. We are talking about Roundabouts.

Woods: Caltrans is not interested in any impedance of traffic control. They are interested in roundabouts because they are constantly moving. They are viable on the outskirts of town.

Van Dierendonck: provided knowledge of experience from research. Place them at 67 & Dye/Highland Valley, Magnolia & 78 and San Vicente & Warnock. Traffic can keep moving.

Wylie: Scotland has them everywhere. Everything keeps flowing. Wonders why there are not more utilized in the USA.

Lewallen: Agrees that in Italy & Europe they work.

Woods: Not looking for a motion on this item this evening.

Bob: Rancho Santa Fe will have theirs in one year. There is no perfect traffic control device. Use all types not just one. The Dye/Highland Valley & 67 one would be a multilane with 30,000 ADT. If they are installed right, they work if not, they fail! North/South Dye Highland Valley would have all four legs. Dye Highland Valley is better location than Mussey Grade for a balance. Funding is the critical point, then design. Both signalized and roundabout should be considered in the process.

Kessinger: What is the highest traffic at Dye intersection right now? Answer: 67 is probably about 30,000 ADT, that intersection specifically I don't know but I can find out for you from the master plan. Kessinger: Would roundabouts slow the traffic or cause it to flow more smoothly? Answer: slower but steady. Slower speed but faster point to point. It won't stop traffic but it will slow it down.

Bob: Showed master plan maps and explanation.

Chris Brown: He brought the SA 603 on map to be introduced.

Bob: Master road plan shows the SA 603. The RCPG didn't want the SA 603. Lots of comments were generated about connecting it to Rangeland and running it through the grasslands. On the SA 330 that would go through a lot of homes so they have moved it to the Cummings Ranch side but not through the grasslands. Ash to Montecito along the backside of the Airport along the Cummings Ranch and out to Highland Valley or 67. This is all assuming that the Montecito project goes in (this is a preview of an idea).

Kiehne-Lamkin: Regarding SA 330- she is familiar with this area and it would be taking out homes and families. South side would be very intrusive to the neighborhoods and houses would have to be condemned.

Woods: That's not the intent. That is why that side is "soft"

Woods: Town Center Issues that go into traffic issues. Should Main Street be designed to carry through traffic?

DeMund: He gave presentation of Grand Avenue in Escondido. Grand Avenue parallels Ramona's Main Street. All of the setbacks, parking, width, etc are all the same. One-way streets on either side of Main Street – half on each side (traffic), we will get our street back if we do this. Off alleys are little parking lots to allow rear entrances. Also, little pass through areas that are pedestrian friendly halfway through a block.

Woods: Do we want to consider a mini bypass or look at landscaped parkways or medians?

DeMund: Old Town is restricted.

Anderson: Has Caltrans weighed in on any of these ideas? Will they let us do anything?

Woods: The only issue is maintenance.

Lewallen: Do a combination. It would make it interesting to have a little of both.

Roberson: He has also heard that Caltrans is not opposed. He is more interested in side buffers instead of medians. Mini bypass is a wonderful idea. Keep one way on Main Street and create the direction on either A or B Street.

A Street is an advantage because of developing a trail system with creek and commercial.

Hagey: Median would be good for more trees.

Wylie: Does CalTrans then have D Street or what happens to Main/78?

Locke: Whatever is decided it has to keep the same traffic load.

Lewallen: Say one-way east on D and one-way west on A or B... What happens to the homes?

DeMund: The right of way is already there. Older places it can't go. You must have a "Y" approach.

Woods: Come up with a secondary from Design and Review Board. Can it be on the next DRB agenda? Please come back with ones it can be.

Hagey: Good website is contextsensitivesolutions.org

Woods: We also have the 2020 modeling info we can work with.

Kessinger: It is more palatable with a mini bypass.

Roads Master Plan info & GP 2020 info provided later by Locke.

Board action was to support Community (RCPG) recommendation of halfway between Poplar and Olive for industrial lands.

DeMund: 2002 Chamber did economic Development study determined that we need more industrial land. The County conducted its own study and determined that we need more land but not as much as the Chamber study determined. We are hoping to get somewhere in between.

Woods: We're short in the long view. We will be deficient in 10 years because we are deficient right now due to environmental constraints.

Kessinger: Regional Hubs need large industrial viability, Ramona doesn't. When we get it here we would get people coming from other areas to here.

Woods: I-1 is the old M52 type of zoning; we are okay with no others.

What is the difference between this type of industrial in comparison to all industrial?

Woods: The Airport is currently not viable as industrial but they are looking at mitigation. It is all but constrained by environmental habitat.

Motion: We support the recommendation from the RCPG and the BOS for Industrial Lands in Ramona. Motion by Lewallen and seconded by Anderson. Unanimously approved.

Four Boundaries are as such:

Poplar/Pine half the distance between Poplar and Olive extending to Brazos South is Olive Street.

SCHOOLS

Woods: School Crossings - Ramona Elementary – Move it? Are they willing to sell it if we support a mini bypass? Move it to a different spot and redevelop into a commercial district. That might have them embrace it.

Roberson: He suspects they would be open to sell if they can get enough money to purchase someplace else.

Lewallen: We need to make the town fatter not longer.

Kiehne-Lamkin: On one of the maps there is a proposal to extend Ramona Street to Warnock. This is a win/win situation. It would open up Ramona Street especially with the new school on Boundary.

Roberson: School site turning to commercial, if we go that way we need to also allow for multi-family. Potential Mixed Use.

Woods: What do we want if residential, what kind of communities do we want?

Anderson: Projects like Hagey's

Woods: We need to put on the next agenda this idea relative to residential and mixed use in this area.

Lewallen: We need to get pocket parks involved.

Presentation by Mike Young

Presentation by Jim Hagey

Possible dates for Fallbrook: Friday afternoons are great.

Approx. 1:00 pm Locke to schedule a time and date and get back to us.

June dates. Once a date is decided, it will be posted on the website for all to view and schedule.

Move to approve minutes as amended by Lewallen 2nd by Kiehne-Lamkin.

Unanimously approved.

Members of the public Comments:

Carol Chase: Porches- I don't want them to collect debris. Doesn't understand how 2-lane roundabout can work.

Announcements: Bob Copper is coming in about 4 weeks. He may have some impact.

Think of how he can help us out. He was a planner.

Next meeting topics:

Land Use, Residential components of mixed use, Single and Multi family housing.

Motion to Adjourn by Kessinger, 2nd by DeMund.

Unanimously approved.